

vessels there jiggling squid and fishing. As to going to land for bait, should it be scarce or not show on the fishing grounds, we anticipate no trouble in securing what we want. We can go to Labrador and be on the Grand Bank from there in four days with the vessels we now have or we can go to Anticosti and other places and by the treaty of 1818 we can catch our own bait on the treaty coast, which includes some of the most prolific sources of bait supply on the whole island.

When it is considered what a great amount of time has been spent by our vessels in the past in lying around Newfoundland ports waiting for bait, for we know of vessels which have been into land for five weeks without putting a hook in the water, we feel that we are not losing by being obliged to secure our bait in other localities.

Looking at the possibility of this act of Sir Robert Bond as being in force for any length of time, it is well to consider the attitude of Canada, whose progressive men see where the edict is working and will continue to work to their great advantage, and are making great preparations for the securing and preserving of bait with which to supply any and all who come to their ports. So well do these Canadians see the advantage it will give them that some of their newspapers and influential men are seriously agitating the abolition to the present license charge or tonnage tax on American fishing vessels, so that there will be nothing at all to hinder them from coming to their ports and dealing more with them than ever before. This may not come right away, but it certainly instances the quick-sightedness of the Canadians who readily perceive the commercial advantage which Sir Robert Bond's edict has given them.

We could go on and add many more reasons why we do not believe the act of Sir Robert Bond will injure us or work to our disadvantage. We really believe that in some respects we shall be better off. We believe that with the sources of bait supply which are open to us and the fact that our vessels are now fitted for catching our own bait on the banks, that we shall get along as well as ever and that our voyage will be as profitable, if not more so, than if we had the former privilege.

NEARLY RUN DOWN. Big Fishing Schooner Regina Had Close Call.

Picked Up Two Men of Sch.
Flora S. Nickerson.

If ever a fishing skipper was thankful to reach home safe and sound after an eventful trip out to the South Channel it was Captain Jerry Shea of the fishing schooner Regina, which arrived at Boston yesterday with a full fare of fish.

His reason for thankfulness was that on the trip he had six youngsters on board, and on last Sunday when the vessel was fishing 75 miles south southeast of Highland light, Cape Cod, she came within an ace of being run down in the fog by the four-masted Leyland line steamer Oxonian, on her way from Boston to Philadelphia to load for Antwerp.

The steamer was stopped just in time. The officer on the bridge of the Oxonian asked Captain Shea the position of the South Shoal lightship.

The Regina in the fog found two members astray of sch. Flora S. Nickerson, which arrived at Boston with the fleet yesterday, but the schooner was found and the men placed on board with hardship.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Senator, St. Paul's Bank, 14,000 lbs. halibut, 12,000 lbs. salt cod.

Sch. Mary G. Powers, via Boston, 6,000 fresh fish.

Sch. Slade Gorton, Georges, 223 bbls. salt mackerel.

Sch. Harvard, Georges, 160 bbls. salt mackerel.

Sch. Arthur James, via Boston, 110 bbls. salt mackerel.

Sch. Mary T. Fallon, via Boston.

Sch. Patriot, Georges, 17,000 lbs. salt cod.

Sch. Teresa and Alice, via Boston, 30,000 lbs. fresh fish.

Sch. Harmony, via Boston, 45,000 lbs. fresh fish.

Sch. Fame, via Boston, 40,000 lbs. fresh fish.

Sch. Arthur Binney, via Boston, 128 bbls. salt mackerel.

Sch. Winnifred, via Boston, 50,000 lbs. fresh fish.

Sch. Matchless, La Have Bank, 125,000 lbs. fresh fish.

Sch. Mary C. Santos, via Boston, 40,000 lbs. fresh fish.

Sch. Olive F. Hutchins, via Boston, 30,000 lbs. fresh fish.

Sch. Mystery, via Boston, 60,000 lbs. fresh fish.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.50 per cwt. for large, \$3.75 for medium; trawl Georges cod, \$4.25 for large, \$3.50 for medium; trawl Bank cod, \$3.62 1-2 for large, \$3.37 1-2 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.12 1-2; medium cod, \$1.62 1-2; all cod caught to the eastward of LaHave bank, \$1.87 1-2; medium \$1.50 cusk, \$1.62 1-2; Eastern haddock, \$1.05; Western haddock, \$1.15; hake, \$1.00; pollock, 75c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Rips cod, \$4.50 per cwt. for large, \$3.75 for mediums and \$2.25 for snappers.

Fresh mackerel, 13 1-2 cts. each.

Cape Shore salt mackerel, \$10.62 1-2 per bbl.

Outside sales fresh hake, \$1.05.

Fresh Georges cusk, \$1.67 1-2.

Bank halibut, 5 cts. per lb. right through.

Georges halibut, 5 cts. per lb. right through.

Georges salt mackerel, plain \$14 25 per bbl.; rimmed, \$14.50 per bbl.

Boston.

Mackerel Notes.

Since the beginning of the week and the opening of business on Sunday, 27 sail from the mackerel fleet have arrived at Boston with a total of 406,500 of fresh and 1141 barrels of salt mackerel, a record which for the same period has never been surpassed in the history of the fish business of that city.

Sch. Saconnett, Capt. Enos Nickerson, was at Boston yesterday with 7000 fresh mackerel and 25 barrels of salt mackerel.

The fare of sch. Slade Gorton sold to Slade Gorton & Co. at \$14.25 per barrel.

The fares of schs. Arthur Binney and Arthur James sold to the Gloucester Mackerel Co. at \$14.25 per barrel.

A dispatch received here this morning by John Nagle from Capt. Davis at Watch Hill reports plenty of mackerel schooling off there.

Fishing Fleet Movements.

Sch. Squanto was at Canso Tuesday.

DOGFISH STATISTICS.

Work of Securing Them Now Being Looked After.

Prof. George W. Field of the Massachusetts Fish and Game Commission was in this city yesterday afternoon and conferred with Representative Edwin C. McIntire relative to the dogfish matter.

Representative McIntire was the author of the resolution which was adopted by the legislature carrying with it an appropriation to obtain statistics and data for use before congress, in the effort to convince that body that the dogfish are a menace to the fisheries and that congress should look into the matter and offer a bounty for the destruction of the pest.

Prof. Field has two men gathering statistics on the south shore, and is desirous of having some one do the same work in this section, in fact would like to have had Mr. McIntire take up the work, but the latter is not in the position to do so.

Maiden Trip.

On her first trip to Boston the new sch. Fame, Capt. William Stoddard, arrived at T wharf yesterday from Channel grounds. She brought in 30,000 pounds of haddock, 4000 pounds of cod, and 4000 pounds of hake. On Wednesday, while coming into the lower harbor, the foretopmast snapped and went overboard, carrying the balloon jib with it. As the market was dull, the new schooner brought her fare to this port.

The new craft had a tryout on the run home from Georges with sch. Mooween, one of the cracks out of T wharf. The crew of the Fame claim that they outsailed their rival from the time of leaving the grounds on Georges, beating her out several hours. On the other hand, the crew of the Mooween say that in running out to the grounds on this last trip their craft did up the new flyer quite handily.

BRAVERY RECOGNIZED.

French Government Thanks Captain and Crew of Salt Banker.

Sch. Dora A. Lawson Saved
Whole Crew Off St. Pierre.

Acting Secretary Adice of the state department has received from the French Ambassador Jusserand a communication, extending the thanks of the French government to Capt. Joachim Murray and the crew of sch. Dora A. Lawson of this port, for saving the crew of the French sailing vessel Piere'tte on March 25 last, about 20 miles from St. Pierre.

SQUID IN ABUNDANCE.

Are Reported To Be Schooling Off Louisburg.

Capt. Henry Larkin of sch. Onato, which arrived with a fare of shack this morning, reports that on the way home he saw squid in abundance schooling off Louisburg, C. B., and in that vicinity for several miles off shore as far as Scatteri.

CUT WHALE IN TWO.

Curious Experience of Transport Dix in Pacific Ocean.

A collision with a monster whale in mid-ocean was the experience of the officers of the U. S. Transport Dix, which arrived in port from Manila. Shortly after leaving Nagasaki, May 19, the Dix ran over a sleeping whale, and the big transport simply made mince meat out of the big fish.

Officers of the vessel say that the whale was asleep only a few feet under the surface of the water. The shock of the collision with the monster was felt by those on board. The bottom of the Dix is flat, and after the ship had passed over the whale the propeller caught in its flesh, and the water for many yards about the vessel was red with its blood.

Floated Uninjured.

While the comparatively new fishing schooner Winifred was making her way out of Boston Wednesday evening, bound to this port to discharge her trip of fish for which she found no market at T wharf, she ran ashore on the Lower Middle, where she remained until yesterday morning, when she was hauled aloft by the tugboat Clara E. Uhler, Capt. Ross. Fortunately the weather was fine and the vessel rested easily while ashore. She was not leaking and apparently sustained no damage of importance. She proceeded on her way here, arriving last evening.

MADE GOOD RETURNS.

Schs. Hazel R. Hines and Bohemia Have Big Stocks.

Sch. Hazel R. Hines, Capt. Lovitt E. Hines, weighed off 268,000 pounds of salt cod as the result of her recent salt bank trip, making the splendid stock of \$9244.66, which is one of the largest stocks made by any vessel of the salt bank fleet this season. Capt. Hines' reputation as a successful master mariner and business man is too well known to need any extended praise. Sufficient to say that he is and always has been in the front rank of the salt bank skippers for many years.

Sch. Bohemia, Capt. Ormsby Seeley, stocked \$8148.70 on her recent salt bank trip, weighing out 243,930 pounds of salt cod. This is a fine trip and the genial captain's many friends are pleased at his success. Capt. Seeley is one of the young skippers of the fleet, but his success since taking command, both in the salt bank and Newfoundland herring fishery has been such as to win for him deserved credit for his ability and energy.

Mackerel Sale.

The fare of sch. Rob Roy sold to the Gloucester Mackerel Co. at \$14.25 per barrel.

Good Stocks.

Sch. Grayling, Capt. Reuben Cameron, stocked \$5352 on her recent seining trip, the crew making the fine share of \$139. Capt. Cameron, as usual, is right up in the front rank.

Sch. Natalie B. Nickerson, Capt. John S. Scavey, stocked \$3200 on her recent seining trip.

FISHES THAT ARE RACERS.

Study of the speed of fishes is embarrassed by unavoidable difficulties.

culties says the New York Evening Post. It is not possible, as with birds, to set up tall poles at intervals of a quarter of a mile, and, with the help of stop-watches, time them as they go by. Nevertheless, recent investigation of the subject goes to show that the mackerel, if not the champion racer of the briny deep, comes pretty near to carrying off the honors. Unquestionably it travels sometimes as fast as an express train at high speed—say, at the rate of sixty, or possibly seventy, miles an hour.

"Other things being equal, the larger the fish, the faster it swims—just as the huge steamship is able to travel at a speed much greater than the little harbor tug. Undoubtedly, the energy employed by a fish of great size, such as a thirty-foot shark, when traveling at its best gait, is something tremendous. An ordinary tug, which represents a maximum of energy in a minimum of bulk, utilizes about two hundred horse power. Of course, it is only a guess, but it would not seem to be over the mark to suppose that a seventy-foot whale makes use of five hundred horse-power when it propels its huge bulk through the water at a rate of thirty miles an hour. A whale—which is a mammal, and not a fish—might be compared to a freight train if the shark is a cannon-ball express, but it can beat the fastest "ocean greyhound" in a contest.

"If there is a fish that can travel faster than a shark, it must be the tarpon, which can probably "hit her up" to the tune of eighty miles an hour, if pressed for time. Generally speaking, it may be said that finny creatures which live near the surface of the sea are swift swimmers, as compared with those that dwell in the depths. Thus the cod, which is a deep water species, is sluggish, and would stand no show at all in a race with the mackerel or herring. These latter, which are distinctively pelagic, depend for their living upon their activity in pursuing agile prey, and they must be quick in their movements in order to escape the attacks of their own enemies.

"If the mackerel was as big as a good-sized shark, it would probably be the speed champion of the ocean. No fish is better shaped for rapid going. Some years ago a yacht-builder in New York constructed a sloop with a hull patterned exactly after the underbody of a Spanish mackerel. She was called the Undine, and, if tradition does not lie, she never was beaten. Like the fish after which she was modeled, she had her greatest breadth of beam forward of amidships—a decidedly novel idea in boat-building. One may say, indeed, that all modern water-craft are more or less fishlike in their make-up; yet, on the whole, it is surprising that marine architects have not striven more earnestly than they have done to obtain hints from nature's own illustrations of aquatic speed-making principles."

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Dictator, LaHave Bank, 150,000 lbs. fresh fish, 4000 lbs. halibut.
Sch. Nellie Dixon, via Boston.

Vessels Sailed.

Sch. Elmer E. Gray, shacking.
Sch. Belbina P. Domingoes, shore.
Sch. Mettacom, swordfishing.
Sch. Niagara, Georges halibuting.
Sch. Rob Roy, seining.
Sch. Olive F. Hutchins, shore.
Sch. Fanny Belle Atwood, shacking.
Sch. Teresa and Alice, shore.
Sch. Marguerite Haskins, seining.
Sch. Mary E. Cooney, shacking.

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Georges salt mackerel, plain \$14.25 per bbl.; rimmed, \$14.50 per bbl.

Boston.

Sch. A. C. Newhall, 41 swordfish.

Sch. Louisa R. Sylva, 16,000 haddock, 14,000 cod.

Haddock, \$3; large cod, \$3; swordfish, 7 cents.

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